

Mr. David R. Dunn, Art Unit 3616; 10/690,742 "Anti-submarining seat-belt assembly" / 1-

Mr. David R. Dunn  
Primary Examiner  
Art Unit 3616

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Draft to your Advisory Action of 2005/04/26  
10/690,742 "Anti-submarining seat-belt assembly"  
Docket No.: G6A4

- AFTER FINAL -  
10/690,742

- (E1) My amended application of 03/24/2004, registered on 04/05/2004 by USPTO
- (E2) Mrs Draper's OAS (Office Action Summary) of 06/23/2004
- (E3) My first amended application of 08/06/2004, registered on 11/22/2004 by USPTO
- (E3A) My letter of 08/06/2004 to Mrs. Draper
- (E4) Your OAS of 02/25/2005
- (E5) My 4-page objection of 2005/04/12 to your OAS (E4) regarding the status and verdict and my amended application
- (E6) Your Advisory Action of 2005/04/26; Deadline 2005/10/26
- (E7) Draft to (E6)

Dear Mr. Dunn,

Did you object only the claims 21 and 22 regarding "the belt webbing has a tensile strength lower than that of the seat belt" despite Mrs Draper's demand (E2) for delivering more information? If you insist on withdrawing them I, being a poor inventor, replace them with

**Xx** (I must reorganize the claims). The anti-submarining seat-belt assembly according to claim yy, wherein the anti-submarining buckle assembly (8d) has a housing, located on a front side of the seat cushion (3.1, 3.1a to 3.1d) and connected to the common release button (84o), which, when depressed, releases the anti-submarining latch plate.

**zz**. The anti-submarining seat-belt assembly according to claim 1, further comprising a shoulder latch plate (2), which, fastened to a first belt end of an additional shoulder belt portion (1.1) deflected and loosely guided by the lower belt deflector (17), is plug-in connected to an upper buckle assembly (4), arranged to the first seat-side of a seat backrest, where the lower belt deflector (17) deflects and loosely guides the lap belt portion (1.3) or the additional shoulder belt portion (1.1), thus protecting the upper part of the body (95), over which both shoulder belt portions (1.1, 1.2) extend crosswise in an X-shape, from injury resulting from a strong forward motion and/or a great yaw-acceleration-dependent torque.

The features of the invention or the merits of the claims are already defined in the SUMMARY OF THE INVENTION and the INDUSTRIAL APPLICABILITY.

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- D1. *at the end of the sentence.* See countermeasures ref. to claim 1 or 26.  
 D2. *at the end of the sentence.* See countermeasures ref. to claim 1 or 26.  
 D3. *at the end of the sentence.* See countermeasures ref. to claims 21, 24 and 25.  
 D4. *at the end of the sentence.* See countermeasures ref. to claims 21, 24 and 25.  
 D5. *at the end of the sentence.* See countermeasures ref. to claim 1 or 26.  
 D6. *at the end of the sentence.* See countermeasures ref. to claim 1 or 26.  
 D7. *at the end of the sentence.* See countermeasures ref. to claim 6 or 19.  
 D8. *at the end of the sentence.* See countermeasures ref. to claims 1, 21, 24, 25 and 26.  
 D9. *at the end of the sentence.* See countermeasures ref. to claims 6 or 19.  
 D10. *at the end of the sentence.* See countermeasures ref. to claims 3 and 7.  
 D11. *at the end of the sentence.* See countermeasures ref. to claims 1, 6, 10 to 12, 19, 24 and 26.  
 D12. *at the end of the sentence.* See countermeasures ref. to claim 1 or 26.

The shortcomings of US 6,179,329 B1 are resolved by the features (merits) of the claim 1 or 26.  
 The shortcomings of US 6,705,641 B2 concerning eye-, hearing damage and burns are resolved by the features (merits) of at least one of the claims 10 and 11 in association with the claim 1 or 26.

Are you looking for the following section, addressing the merits of claims, in addition to the above-mentioned merits thereof?

1. An anti-submarining seat-belt assembly for increasing a survival chance  
 ... a lower belt deflector (17), deflecting and loosely guiding the lap belt portion (1.3) [[or the shoulder belt portion]]...

*at the end of the sentence*

thus

1. increasing the survival chance of the passenger and preventing submarining independent of the passenger's size and seat position, when changed if the seat is provided with at least one seat-adjusting mechanism;
2. saving costs and time resulting from using only standard parts as well as avoiding a lengthy, expensive testing and certification for new parts;
3. making a perfect impression, which is beneficial for seat-design and sales, when the seat belt and the anti-submarining latch plate are not used;
4. ensuring an operation of SAAB 9-5's active head restraint and
5. resolving drawbacks and failure of the Prior Art and Volvo's WHIPS.

2. and 12. *at the end of the sentence*

thus

1. enhancing a user-friendliness and
2. enabling the passenger, being restrained, to take care of a child and/or another passenger back-seated or seated next to him or to easily access things, which are out of reach when the anti-submarining latch plate is still plug-in connected to the anti-submarining buckle assembly.

3. and 7. *at the end of the sentence*

thus enhancing the user-friendliness and enabling the passenger to quickly step out or paramedics and fire-fighters to easily rescue him, when injured in the accident.

6. and 19. *at the end of the sentence*

thus enhancing the user-friendliness and protecting the passenger, when lying in a sleeping position, obese and/or dressed in a gown or robe, from submarining.

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11. The anti-submarining seat-belt assembly according to claim 10, wherein the anti-submarining belt portions are provided with at least one pair of belt-detachable latch plates (25), which are plug-in connected to the anti-submarining buckle assemblies in the seat cushion at the first and second seat-side to properly restrain the thighs with small circumference (this is the merit thereof).

18. at the end of the sentence

thus making the perfect impression, which is beneficial for seat-design and sales, when the belt-detachable anti-submarining latch plates are not used anymore.

21. at the end of the sentence

thus absorbing an impact energy of the passenger.

24. and 25. at the end of the sentence

thus absorbing an impact energy of the passenger, dampening vibrations and preventing a total deformation of the seat and great elongation of belt webbings linked to freeing the passenger, belted, out of a restraint.

This is a draft which I will discuss with you by phone in order to reach an agreement. It would be great if you would give me assistance.

Would it be convenient for you if I phone you on May 12 at 3 pm, Washington time? If you have appointment please leave a message on your voice recorder or to Mr. Paul Dickson, when I should make a call to you.

If you maintain that the rejections are proper please send me your review on D1 to D21 as I requested you in my (E5).

Thank you for your help and attention in advance.

Kind regards

Go

*Go Grotzinger*

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